

DILEMMA WHICH RUSSIANS ARE

Now Confronted With
in Manchuria.

Severe Weather Favors Their Army
Under Present Conditions—The
Reported Retirement of General
Kuropatkin.

Quiet reigns in the zone of hostilities in Manchuria with the extreme right of the Russians holding Chiant-zanhenan, six miles north west of Sandepas and neither side is apparently able to move on account of the severity of the weather.

The Russian troops yesterday, however brought in two hundred Japanese prisoners who were poorly clothed and suffering from the cold. The reported intention of Kuropatkin to hand over his command to Gen. Linevitch is not confirmed.

No disorders arising from the strike were reported in Russia on Saturday.

UNABLE TO MOVE.

By Associated Press.

ST. PETERSBURG, Feb. 4.—Interest in the ill starred attempt to capture Sandepas is eclipsed by the withdrawal of Gen. Gippenberg and the unconfirmed reports of the retirement of Gen. Kuropatkin.

According to the latest information received here by the war office, the operations on the right flank of the Russian army are at a standstill. Apparently both sides are unable to move on account of the terrible weather.

There are 25 degrees of frost, accompanied by wind, but in view of the sudden fluctuations of temperature at this time of the year the frost may suddenly decrease and the Russians would then be confronted with the alternative of withdrawing, in order to avoid being intercepted by the Japanese column from Shilikhe, or of undertaking a general advance. The latter view finds some confirmation in a dispatch to the associated press reporting a reconnaissance by Gen. Renskampis force on the Russian left which perhaps is preliminary to an advance.

RUSSIAN STRIKES

By Associated Press.

BERLIN, Feb. 4.—The Lokal Anzeiger's Kattowitz, Prussia correspondent says that the advent of refugees from Russian Poland is assuming large dimensions and that every incoming train is crowded, mostly with women and children. The strikes in Russian Poland, he adds, are spreading and affecting the industrial region from Sosnovie to Granica on the Austrian frontier. The Polish newspapers estimate the entire number of strikers at four hundred thousand.

BLIZZARD WEATHER

By Associated Press.

TOPEKA, Feb. 4.—Following a temperature of 17 below last night, today has been one of zero weather with two inches of snow. Below zero again tonight. Seven inches of snow cover the Kansas wheat fields, which protects the grain.

OKLAHOMA STATEHOOD

By Associated Press.

WASHINGTON, Feb. 1.—Senator Long occupied most of the time given by the senate today to the statehood bill, with a speech in support of the bill as it stands. He gave special attention to that portion of the bill providing for the union of Oklahoma and Indian Territory as one state. He urged the importance of giving self government to the people of that section.

West Bound Limited Goes Into Ditch

KINGMAN, Feb. 3.—A broken rail near Yampai, sixty miles east of here derailed several coaches on the west bound Santa Fe limited early this morning and but for the timely application of the emergency brakes the train would undoubtedly have been precipitated into a deep ravine.

When derailed the coaches stopped where they were within a few feet of the ravine. Several people were

thrown from their berths, but none were seriously hurt.

Railroad canyon, where so much trouble occurred last summer from washouts, is again washed out and it will be several days before trains will be running through it. All west bound trains are held at Ash Fork and east bound at Needles. Two heavy hills are entirely gone, one twelve hundred feet in length and the other five hundred feet. These hills will have to be cribbed up, as shoofting is impossible.

Rain has been falling here since early yesterday evening and today there was a heavy downpour. The valleys and ravines are awash and freighting and staging is at a standstill.

This is the first heavy winter rains this country has had in years and the whole country is sodden. Two inches of rain fell during the storm. This afternoon the Gold Road stage in crossing a canyon below here was overturned by the rush of water and two horses were drowned and the driver escaped, only after being carried far down by the torrent. The stage has not yet been found.

VERY WEAK ARGUMENT

By Associated Press.

MISSOULA, Mont., Feb. 4.—Vice President Hannaford, of the Northern Pacific, who is making a tour of inspection of the road expressed himself today as being opposed to the Interstate Commerce commission being given the power to regulate rates. He said: "Gather any number of men at Washington and they certainly cannot do better at making rates than railroad men who have made a special study of it and for that matter a life work."

HEAVY LOSS BY A WRECK

By Associated Press.

MODESTA, Cal., Feb. 4.—A wreck occurred on the southern Pacific at Ceres, four miles south of here today, when fifteen loaded freight cars were piled up in a mass and taking fire were burned. The wreck was caused by a broken axle on a freight car. No one was injured but the loss estimated is over \$100,000.

MONEY FOR DIPLOMATS

By Associated Press.

WASHINGTON, Feb. 4.—The house today passed the diplomatic and consular appropriation bill, carrying over two million dollars which is an increase for this service of \$87,000 over the current year's appropriation.

GOT LEFT COLD DAY

By Associated Press.

NEW YORK, Feb. 4.—More than a score of sound steamers, tugs and other steam craft, bound for this city, which were caught in an ice pack off White Stone, L. I., last night, and held fast for many hours, effected their release this afternoon, and all reached their destination uninjured.

PHOENIX IS IN THE SWIM

By Associated Press.

PHOENIX, Ariz., Feb. 4.—Rains in this section have done considerable damage to railroads, all trains being either delayed or annulled for the night. Water came down through this city today and formed a lake that completely surrounded the territorial capitol building.

Heavy Rains in Mohave County.

The west bound limited train on the Santa Fe was wrecked on Friday at a point about three miles east of Yampai and twenty miles west of Seligman.

The wreck was caused by a broken rail but most fortunately no lives were lost and no one is reported seriously injured. As a result of the derailment however, traffic was interrupted for several hours.

After getting the track clear and the train started again on its westward journey it was delayed again at Kingman by a washout west of that place.

The east bound limited and the overland trains Nos. 4 and 2, respectively were also delayed by this washout, and a telegram from Kingman last night about 8 o'clock stated that all trains would be tied up for a few hours by this washout, although it was expected that they would get through during the night.

Four trains on the Santa Fe were held at Ash Fork on Friday night.

ADDRESSES ARE FORMULATED

By Assembly of Russian
Nobles.

Conservatives Urge the Emperor to
Stand Pat, and Make No Conces-
sions Whatever Along the Lines
of Reform.

MOSCOW, Feb. 4.—The assembly of nobles today voted on two addresses to the emperor and a conservative address was adopted by a vote of 219 to 148. After a lengthy discussion however the assembly decided to forward both the liberal and conservative addresses to the emperor.

The conservative address declares that the present troubled time is not the right moment to consider any reorganization of the system of government and exhorts the autocratic emperor to rule, in consciousness of his strength, for in the greatness of his power lies the strength and hope of the Russian people.

THE REVOLT IS CRUSHED

BUENOS AYERS, Feb. 4.—The revolt in Bahia Blanca in the southern part of this province has already been crushed and according to the latest reports the movement in the interior is said to be dying out and the principal centers remain loyal to the existing regime. According to official information, one battalion of infantry and one company of engineers which revolted have returned to their barracks and have submitted to discipline. Troops from the provinces have been dispatched to this city.

SESSION OF COURT HELD

A short session of the district court was held on Saturday morning by his honor, Judge Sloan, at which the following business was transacted:

The case of T. H. Bushnell against Slate Creek Mining was moved on the calendar and a demurrer submitted and overruled. The case was then tried and judgment rendered for plaintiff.

The divorce case of Rose H. Kombacher against H. A. Kombacher, was placed on calendar, default entered and depositions on part of plaintiff submitted and further hearing continued.

The case of DeMund Lumber Co. against W. H. Cokely was placed on the calendar and dismissed, a settlement having been made.

The attachment suit of George C. Waddell against R. J. and Mary Atkinson was dismissed and garnishment against J. C. Young, dismissed.

Default was entered in the divorce case of Mary A. Evans against Trehara W. Evans and the case was tried by the court and judgment rendered for plaintiff.

Broken Wheel Causes Wreck.

Things have been coming pretty smoothly for the S. F. P. & P. railroad, but yesterday the storm and other circumstances put a slight kink into the operating department.

The trouble caused by the storm was on the Crown King road. The train reached Crown King about three hours late and started on the return trip, without much delay, but at 9 o'clock it had not reached Middleton and the train dispatcher had received no word from it.

The fact that he had heard nothing from the crew is interpreted by the dispatcher to mean that they had been confronted with a rock slide which caused the delay, as had anything of a more serious nature happened it would have been reported from either Middleton or Crown King.

The south bound freight on the main line, which left Prescott only a few minutes late, met with an accident between 1 and 2 o'clock near Ramsgate in which three cars were derailed.

This accident was reported from Skull valley the head end of the train going to that point. A wrecking train was sent out from Prescott between 4 and 5 o'clock but it was expected that seven or eight hours or perhaps longer would be required to clear the track.

On account of this accident the south bound passenger which arrived in Prescott about ten minutes late was held here until the track could be cleared.

The accident was caused by a broken wheel. No one was injured in it. The wreck occurred near the point where Brakeman McGrath was killed several months ago.

VIOLENT DEATH OF OLD PIONEER

Fatal Accident to Judge
Olden.

Aged Man Falls Over Precipice in the
Dark, Sustaining Injuries Which
Cause His Death.

Camp Verde, Feb. 3, Editor Journal-Miner.—On the evening of February 1, 1905, about 7 o'clock p. m., Judge L. M. Olden left the house of Mr. Williams at Mrs. Hopper's store on Lower Verde and started to the ranch of Bud Thompson, about half a mile distant. At the time he left the house it was very dark he missed the trail and walked off of a bank known as the Squaw Peak wash. The bank was about two feet high and he fell head foremost and from the scar and bruised place on the forehead, seemingly struck a rock just above the left eye and it is supposed fractured or broke the skull and also broke his left hip and probable received internal injuries. He called several times and W. D. Bruce and James Sullivan, who were camped near by, went to him and about the same time Richard Martin who was working for Mr. Thompson with two of Mr. Thompson's boys and Mr. Bruce and two sons came to his assistance. Mr. Olden asked Bruce and Sullivan to find his mail, said he had lost it and to help him out of the place, stating he was hurt and hurt bad. They got a cot bed and carried him to Mr. Thompson's house, but before they got to the house Mr. Olden became unconscious and remained so until the time of his death, which occurred about 3:30 a. m. February 2, 1905. Mr. Thompson was also present and assisted in taking Mr. Olden to his own house and those in attendance did all they could to alleviate the suffering of the poor old man, who was a friend to everybody and everybody was his friend.

Mr. Olden was justice of the peace, and owns a great deal of valuable mining property and is a brother of the Mr. Olden who owns the largest apple orchard in the world at Olden near West Plains, Howell county, Mo. He also has a brother in Chicago and another in some part of Illinois on the old family homestead and a sister in Salt River Valley near Phoenix. He was a native of New York, aged seventy-two years. He was a lawyer in early life, also taught school before he came to Arizona. He also taught several terms in Verde valley. So far as we know he was never married. Yavapai county and Arizona loses a good man and Verde valley people a good neighbor. He was a member of the Masonic order. Peace to his ashes.

George W. Hance

MINING INTELLIGENCE.

While the Poland company is unable to run their mill at present on account of the recent burning of the Val Verde smelter, which was treating its concentrates, active work is in progress in the mines. The drift from the tunnel on the Poland ledge is in about 2,500 feet and in going this distance good ore bodies have been encountered. A drift is also being run on the Accidental ledge on the Lynx creek side of the mountain from the tunnel and a fine body of excellent ore has been encountered in it, also on the C. O. D. ledge, which is near the Accidental. The drift on the Accidental, at the tunnel level, is from 840 to 850 feet deep, and Superintendent Martin expects soon to commence an upraise from the drift to the old workings of the mine. He also intends soon to commence a similar upraise from the C. O. D. mine to the surface of that property. The burning of the Val Verde smelter has proven quite a detriment to the operations of the company.

R. H. Barmister spent several days last week at the Gold Lode mines, in Cherry Creek district, and not only brings good reports of the progress being made on development work but also brought in with him a lot of exceedingly attractive ore. Some of this ore came from the bottom of the shaft on the Leghorn claim. This shaft which has followed the vein down to a depth of 135 feet is in splendid ore the entire distance which in no place has measured less than twelve inches but averages much wider and is fully three feet wide at the bottom of the shaft. Frequent samplings have been made in sinking this shaft and such samplings have given assay returns of from \$21 to \$105 in gold, most of the assays reading around \$40. The Gold Lode shaft is now down two hundred feet and has

SERIOUS SITUATION CONFRONTS THE RAILROADS IN ARIZONA

Washouts Cause Complete Traffic Cessation
on the Santa Fe—Same Conditions
Exist Between Prescott
and Phoenix.

The storm which commenced on Thursday morning broke on Friday night about midnight temporarily, but continued again during a part of Saturday.

For about a half or three quarters of an hour before ceasing on Friday night, there was a heavy fall of snow, but on account of the ground being very wet it melted nearly as rapidly as it fell.

When the weather cleared up at midnight there was a fall of several degrees in the temperature and Saturday morning the side walks were covered with ice.

Saturday was cloudy with occasional showers and snow was reported falling in the mountains. The total rainfall during the storm, as reported by Weather Observer Dr. W. E. Day last night, was 3.40 inches.

The precipitation during the January storm was 4.69 inches making a total precipitation for the winter of eight inches.

The heavy rainfall added to the melting snows has caused serious washouts to the railroads. The conditions existing on the Santa Fe were told in an associated press telegram, from Kingman in the Journal-Miner on Saturday morning.

On Saturday, washouts were reported on the line east of Albuquerque so that there is a complete tie up of traffic on the road. East bound trains were able to get as far as Needles where they have been held. The west bound limited which was derailed on Friday morning got as far as Kingman where it is being held. Four west bound trains are now held at Ash Fork, while other west bound trains are held in New Mexico behind the washouts there.

In this present emergency the Santa Fe is unable to detour its trains over the S. F. P. & P. road, as during the washout troubles of last summer, as that road has troubles of its own.

The south bound passenger, which was held in Prescott on Friday night, on account of the freight wreck near Ramsgate, did not get away from here until 9:30 on Saturday morning and was then unable to get through to Phoenix.

The north bound train left Phoenix on Saturday morning and reached a point near Glendale when it was stopped by a washout. It then attempted to return to Phoenix, but near Alhambra encountered a washout which had occurred after it passed and it was unable to reach there.

At a late hour last evening it was reported that the water in the desert

streams were still rising and the prospect was anything but encouraging towards getting a train through today.

Information received from the line of the Santa Fe was to the effect that they hoped to have trains moving today but the situation was not very encouraging for entertaining this hope.

The south bound freight train from Ash Fork arrived on time yesterday but was annulled south of Prescott and the north bound freight left Prescott on time.

The Poland train was delayed in making its trip yesterday, and in fact was unable to get thorough, returning to Prescott about 3 o'clock. This train will be annulled today and the Crown King train which leaves on schedule time this morning will be the only one out this forenoon and will only run as far as Middleton on account of rock slides on the mountain side between that and Crown King.

The Phoenix and Eastern road has suffered as severely if not more so by the present storm than it did in the January storm. Both bridges across the Gila are damaged again and partially destroyed, the work of repairing the damage from the other washout having been only complete a few days since, and traffic beyond Florence is again suspended.

Roadmaster S. W. Higley and Trainmaster H. C. Storey, who were making an official visit over the road were caught by the storm at Wickenburg and the rumor was current among the railroad offices yesterday that they were thoroughly disgusted with railroading and were arranging to put a line of steamers on the Gila river.

Superintendent W. A. Drake, who was in Los Angeles on a visit, was also caught by the washout on his return trip and is detained at the Needles.

After the above was in type and later in the evening it was learned that the passenger train leaving here yesterday morning is held at Wickenburg.

One section foreman reported to the dispatcher's office last evening that on his section of eight miles there were eighty three washouts, and the water still rising. A report was also received last night that the New River bridge was in great danger of being washed out or at least of being seriously damaged.

General Passenger Agent H. P. Anwalt, who happened to be in Phoenix yesterday, sent conveyances out to Alhambra and took the passengers from the marooned north bound train back to Phoenix.

MISS KEITH ENTERTAINS

Miss Myrtle Keith entertained a number of her friends on Friday evening at the residence of her sister and brother in law, Mr. and Mrs. A. W. Robinson, in West Prescott, in honor of Miss Nan Fredericks, of Chicago, who is visiting Mr. and Mrs. Robinson and of Miss Maude Robinson. Progressive peanuts, which seems to be a new game, was played by the young people, and fortune telling was practiced. In the progressive game Miss Vera Greenwood, of Chicago, won the first prize and Raymond Belcher won the consolation. The young hostess also served delicious refreshments to her guests.

Those present were Misses Edith Armitage, Florence Herndon, Eleanor Sloan, Maud Thomas, Hazel Martin, Katie Burke, Nina and Vera Greenwood, Elaine Wooster, Duke Lewis, Pauline Johns, Pearl Sanford and Masters Raymond Belcher, Thomas Coleman, Charles Hesia, Don Tomlinson, George Thomas, Ernest Calder, Albert Mentschikoff, George Meade, Arthur Calles, Thomas Higley, Walter Doudna, Neil Clark and Chalmers Powell.

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